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2. The Central Technical Directorate (Tsentralnoye Tekhnicheskoye Upravleniye, TsTU), under Deputy Minister Menshikov, is located in Moscow. This body coordinates the planning and industrial activities of the Ministry of the Merchant Fleet, in particular the activities of the Chief Directorate of Maritime Industrial Enterprises (GlavMorProm) and those of the Chief Directorate of Machinery Construction Enterprises (GlavMashProm).  In spite of obvious difficulties, an attempt is made to harmonize the production of one of these directorates, GlavMashProm, with the needs and requirements of the other, GlavMorProm. Numerous blueprints, tables, calculations, and specifications are cleared through the Central Technical Directorate before they are sent to the technical and engineering enterprises of the Ministry of the Merchant Fleet (MMF). The head of TsTU is Rykachev (fnu), Engineer Captain, MF, First Class. His deputy, a specialist in thermo-dynamics, is Tumm (fnu), Engineer Captain, MF, Second Class.

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## SECRET/SECURITY INFORMATION

-2-

3. Under the Central Technical Directorate there are several organizations through which plans and construction policies are formulated. They are as follows:
- (a) The Bureau of Rationalization and Invention (Byuro Ratsionalizatsii i Izobretatel'stva) examines suggestions made by workers and awards bonuses for the meritorious ones. Any worker can submit discoveries, inventions, or suggestions relative to new methods, machines, or articles of production to his directorate which forwards them to the Bureau of Rationalization. After study and analysis such suggestions are either set aside as unworthy or forwarded to Deputy Minister Men'shikov as deserving a specified bonus. The minister may pay the suggested sum from a special fund set aside for such purposes or, on rare occasions, refer the suggestion to one of the central planning and design bureaus. See below par 3d for elaboration and clarification.
  - (b) The Fuel and Power Section (Toplivno-Energeticheskii Otdel) is concerned with economy of fuel and electric power. It is directed by Tuman, who is also deputy head of TsTU. In this section the utilization of fuel and power is studied in order to obtain maximum efficiency in the operation of equipment. The section also sets norms for fuel and power consumption and awards bonuses for economies made.
  - (c) The Section of Standards and Norms (Otdel Standardizatsii i Normalizatsii) is working on the preparation of standard procedures for the operation of vessels and machinery. This is done on the basis of existing equipment, and all the various vessels and types of machinery are included in the study. The standards which are to be elaborated must be in conformity with the regulations which have been established by the Maritime Registry. The work has been in progress for over three years and represents such a tremendous undertaking that it will probably not be carried to fruition.
  - (d) There are about 10 different central planning and design bureaus (Tsentral'noye Proektno-Konstruktorskoye Byuro - TsPKB) in Moscow which are directly under the Central Technical Directorate, both operationally and administratively. The work of the bureaus consists entirely in the formulation and development of new ideas. The people in the operational agencies have no respect for these planning groups and several proposals for their abolition have been made. Such suggestions have been turned down, however, probably because of the bureaucratic hold which the planning groups have on the minister. Practical suggestions which come from the operational agencies are not given serious consideration or are completely ignored, which probably accounts for the many impractical programs on which the planning groups work.
  - (e) There are four field agencies who collect and prepare materials for the design bureaus. In theory this material is obtained from the people in operations; in reality, however, they are rarely consulted. The field agencies  are the following:
    - (1) The Caspian Maritime Planning Agency (KaspMorProekt) at Baku.
    - (2) The Black Sea Maritime Planning Agency (ChernoMorProekt) at Odessa.
    - (3) The Far Eastern Maritime Planning Agency (Dal'Mor-Proekt) at some unknown place.

25X1

SECRET

SECRET/SECURITY INFORMATION

25X1

-3-

- (4) The Central Scientific Research Institute (Tsentral'nyy Nauchno-Issledovatel'skiy Institut - TsNII) in Leningrad.

25X1 4. [redacted] the design bureaus are  
25X1 [redacted] the following information:

- (a) Design Bureau No 1 has been working on designs of propellers and wheels for river and ocean-going vessels. Various types of propellers have been experimented with, such as the Kort propeller and others, which receive an impulse from a plate or base mounted on the propeller shaft just forward of the screw. These propellers will be described more fully in a report on nomenclature and characteristics of maritime vessels and machinery. This bureau has also been working for four years on the establishment of working norms for draftsmen in the MMF to determine the number of drawings or blueprints which should be completed by one man in a given period of time. So far not a single norm has been established.
- (b) Design Bureau No 2. The aim of this bureau is to establish tooling and machine requirements for the industrial enterprises of the MMF so that the standards set by the Maritime Registry can be fulfilled. The requirements set by this bureau are applicable to all phases of production, such as welding, cutting, smelting, tooling, and the processing of machine parts from the rough cast to the finished part. For about four years this bureau has also been attempting to determine the proper norms for the personnel of the Chief Directorate of Maritime Industrial Enterprises (GlavMorProm), which has never had any uniform norms. Until now it has been working on the basis of local norms, prepared by engineers in the various field organizations, and the norms used by the Chief Directorate of Industrial Enterprises of the Ministry of the River Fleet (MinRechFlot). At present there is a tendency to pay technicians and engineers like piece-workers although it is not clear how such a formula can be applied to them. So far the work has remained in the planning stage and no directive has been issued.
- (c) KaspMorProekt has been preparing material on the modernization of the Diesel engines used on the 10-thousand-ton tankers which belong to KaspTanker. [redacted] 25X1  
[redacted] it was responsible for the plans covering the dredging of the channel to Ufra (40-00N, 53-07E), near Krasnodarsk, so far a fruitless undertaking. [redacted] 25X1
- (d) The Central Scientific Research Institute has been working for about 10 years on the design of a new tanker which should be capable of going all the way from Baku to the confluence of the Volga and Kama rivers in order to eliminate the double trans-shipment of petroleum products from one steamship company to another. [redacted] Personnel in ReydTanker refer to this project as the "Death-to-the-ReydTanker-Project" and treat the whole plan as a joke because they do not expect anything to come of it. It is especially discounted by the operations personnel because the institute has made no effort to consult with them on the problems encountered in petroleum shipping.

SECRET

SECRET/SECURITY INFORMATION

-4-

(e) Other projects on which planning groups have been working include the following:

- (1) A proposal to use heating appliances in the holds of tankers.
- (2) The re-designing of the oil barges, built in 1950, which require the services of six men to operate the steering gear. (Such results help to explain the feeling of the operations personnel that the planning is too theoretical and represents a mere waste of time.)
- (3) The building of a pipeline from the 14-Foot Roadsteads near the Volga delta to Astrakhan.

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[redacted] it may be a mere rumor.

5. The basis of the distrust felt by the operations personnel for the planning groups is clearly illustrated by the following incident. In about 1949 the Central Scientific Research Institute completed plans for a new electromagnetic reduction gear which was to replace the large and heavy reduction gears used on two tugs of ReydTanker, the Metallist and the Kapitan Krasnov. These wheel tugs had two MAN Diesel engines of about 900 hp each. They were taken for about 18 months to the shipyard Tenth Anniversary of the October Revolution in Astrakhan at a time when they were urgently needed for current operations. The alteration was done under the supervision of planning engineers from the Scientific Institute. When the tugs were taken out of the yard they broke down after 10 minutes and had to be returned to port. The engineers of ReydTanker then proceeded to re-install the electromagnetic gears in the proper way and since then they have been working satisfactorily. The new reduction gears are also heavy, weighing about one ton each, and have not been installed on any other vessels.

25X16. [redacted] no definite information on the relations of the planning groups with other organizations, either within or outside the Ministry of the Merchant Fleet. [redacted] there is some connection between the central planning and design bureaus of the MMF and the Academy of Sciences [redacted] At the Odessa Institute of Marine Engineering there was a testing basin which was used by ChernomorProekt but [redacted] no further cooperation between the two organizations. [redacted] within the MMF there is communication between the planning groups and the operational agencies. These relations may be formal or informal. In the first case, communications are routed through the appropriate chief directorate; and, in the second, they go directly from the planning group to the operational organization. Generally the procedure is that, if the dealings are likely to involve a transfer of funds, the formal method is followed. If it is only a matter of exchanging information, direct correspondence takes place between the two groups.

7. Party influence on scientific research is mainly characterized by the effort to hail all achievements as the work of Soviet scientists and inventors. No reference is made to the scientific work of foreigners. The Party also designates certain fields and sets certain goals toward which scientific research must be directed. In technical and scientific institutions the Party uses considerable amounts of the student's time for its propaganda and political enlightenment, to the detriment of technical studies.

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